



MEMORANDUM

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Construction of covered single-slip boat dock, at 5213 Scout
Island Circle South.
File # Sp-94-0089DS

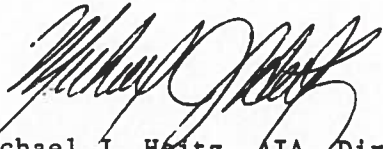
A request has been received from Signor Enterprises, on behalf of New Austin Homes, to construct a covered single-slip boat dock at 5213 Scout Island Circle South.

Parks and Recreation Department staff have reviewed the project and the site plans meet the requirements of Article VI, Division 4, Part E (Requirements for the Construction Of Boat Docks) of the Land Development Code (including all amendments) with the exception of the provision of navigation lighting.

Recommendation

I recommend approval of the request to construct a covered single-slip boat dock at 5213 Scout Island Circle South, in accordance with Site Plan # SP-94-0089DS, subject to navigation lighting being provided in accordance with Section 13-2-793 of the City Code.

If I can provide you with any additional information, please contact me.


Michael J. Heitz, AIA, Director
Parks and Recreation Department

MH:PM

1

D I S T R I B U T I O N M E M O R A N D U M

8-MAR-1994

TO: COMMENT DUE DATE: 15-MAR-1994
FROM: SITE PLAN REVIEW DIVISION/PLANNING DEPT
SUBJECT: DEVELOPMENT PERMIT ONLY SP-94-0089DS

PROJECT: POLSTON BOAT DOCK

5213 S SCOUT ISLAND CIR

CASE MANAGER: OWEIS, DEYAB 499-2813

APPLICATION DATE: 7-MAR-1994

ZIP: 78731 FULL PURPOSE
WATERSHED: Lake Austin RURAL WATER SUPPLY

OWNER: NEW AUSTIN HOMES (512) 335-7575
11502 BOULDER LANE AUSTIN, TX 78726
CONTACT: TERRY POLSTON
AGENT: SIGNOR ENTERPRISES INC (512) 327-6064
5524 WEST BEE CAVES ROAD STE K-5 AUSTIN, TX 78746
CONTACT: BRIAN RENNAKER

SITE PLAN AREA: 0.012 ACRES (524 SQ FT)
UTILITY OR STORM SEWER LENGTH: 0 LINEAR FEET

EXISTING ZONING: SF
EXISTING USE: BOAT DOCK

TRACT	ACRES/SQ FT	PROPOSED USE
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RELATED CASE NUMBERS (IF ANY):

OTHER PROVISIONS:

QUALIFIES AS A SMALL PROJECT
TIA IS NOT REQUIRED
FEE RECEIPT #: 1396730

SUBD NAME: COURTYARD PHASE 3-A
BLOCK/LOT: LOT 6
PLAT BOOK/PAGE: 81 PAGES 61-64

PARCEL #: 0138110228

VARIANCES/WAIVERS, BONUSSES:

2

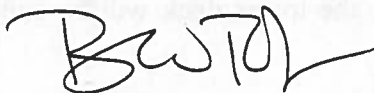
Date: March 4, 1994
To: Director Parks and Recreation Department
From: Signor Enterprises Inc.
Subject: Dock permit, legal address: Lot 6, The Courtyard Phase 3-A.

We are requesting approval of our residential boat dock plans at 5213 Scout Island Circle South for construction in April 1994.

The slips are to be built from steel pilings.

This additional construction should not adversely affect any shoreline erosion, drainage, or other environmental concerns.

Thank you for your consideration.



Brian Rennaker

Date: March 4, 1994
To: City of Austin
From: Signor Enterprises Inc.
Subject: Summary letter for the Polston boat dock at 5213 Scout Island Circle South.

This project is in the Lake Austin Watershed as the average lake level at the proposed location is 492.8.

No impervious cover is to be proposed.

All of the project will be constructed by a barge based crane and pile driver, so no trees will be cleared.

The construction process will be: first the steel pilings are driven, the lower deck will be built then the roof structure.

Thank you,



Brian Rennaker

THE COURTYARD HOMEOWNERS ASSOCIATION, INC.
720 BRAZOS, SUITE 900
AUSTIN, TEXAS 78701
(512) 476-7028

March 3, 1994

Parks and Recreation Department
City of Austin
P.O. Box 1088
Austin, Texas 78767

RE: New Austin Homes Boatdock
Lot 6, Phase 3, Block A
The Courtyard Subdivision

Dear Sirs:

We are aware that the reference lot is now owned by New Austin Homes C/O Terry Polston.

The legal description of the land as defined in the title policy commitment is:

Tract I: lot 6, The Courtyard Phase 3-A as described in plat map recorded in Book 81 pages 61-64, Plat Records, Travis County, Texas,

Tract II: A Limited Use Easement for Lot 6, The Courtyard Phase 3-A being a 0.6087 acre tract, out of Lot 14, The Courtyard Phase 3-A a subdivision of record in Book 81, Pages 61-64 of the Plat Records of Travis County, Texas, and described in Volume 9839, Page 897 Real Property Records, Travis County, Texas.

The Courtyard Homeowners Association, Inc. approves the New Austin Boat Dock proposal provided its specifications and design meet City of Austin, and all other governmental authorities requirements and Courtyard Documents that have jurisdictions over such matters.

The Courtyard Homeowners Association, Inc's. authority stems from the "Second Restated Declaration of Covenants, Conditions and Restrictions", filed by the owner of the subdivision and recorded in Volume 6598, pages 1046-1076, Real Property Records, Travis County, Texas on June 22, 1979. This document states on Page 1048 with respect to a lot owner's "Limited Use Easement" that the "...owner can fence and landscape the area and, with the approval of the Environmental Control Committee (of the homeowners' association) can erect gazebos, boatdocks, steps, and other related structures."

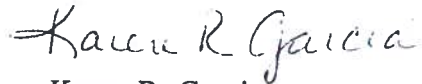
Page 2

Parks and Recreation Dept.

Please call me at (512) 476-7028 if you require further certification from The Courtyard Homeowners' Association, Inc..

Sincerely,

MARTINE PROPERTIES, INC.

A handwritten signature in cursive script that reads "Karen R. Garcia".

Karen R. Garcia

Association Manager



MEMORANDUM

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Construction of 2-slip boat dock at 5221 Scout Island Circle
File # SP-94-0090DS

A request has been received from Signor Enterprises, on behalf of Michael Castleman, to construct a two-slip boat dock with deck over, at 5221 Scout Island Circle South.

This lot is located in the Courtyard Subdivision on the western bank of Bull Creek. The applicant is requesting a variance to extend into the water 36', 6' beyond that allowed by the code, because of the shallow depth of the water at this location. As members will recall, two other recent requests for approval of boat docks in this subdivision have also requested a variance to extend further into the water than the permitted 30'. These requests were approved. The approval of this additional length into water will not create a navigation hazard.

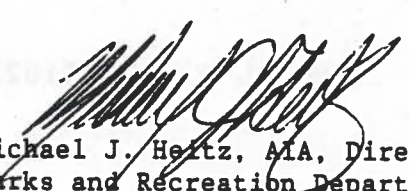
Parks and Recreation Department staff have reviewed the project and the site plans meet the requirements of Article VI, Division 4, Part E (Requirements for the Construction Of Boat Docks) of the Land Development Code (including all amendments), with the exception of the provision of navigation lighting and the requested variance.

Recommendation

I recommend approval of the request to construct a two-slip boat dock at 5221 Scout Island Circle South, in accordance with Site Plan # SP-94-0090, including a variance from Section 13-2-795(1) of the Code, to exceed the 30' length. This approval is subject to the following:

1. Navigation lighting in accordance with Section 13-2-793 of the City Code be provided. Because the dock will exceed 30' in length parallel, it is necessary for the navigation light stations to comply with subsection 13-2-793(b)(2)(A)(1)

If I can provide you with any additional information, please contact me.


Michael J. Heitz, AIA, Director
Parks and Recreation Department

D I S T R I B U T I O N M E M O R A N D U M

8-MAR-1994

TO: COMMENT DUE DATE: 15-MAR-1994
 FROM: SITE PLAN REVIEW DIVISION/PLANNING DEPT
 SUBJECT: DEVELOPMENT PERMIT ONLY SP-94-0090DS

PROJECT: CASTLEMAN BOAT DOCK

5221 S SCOUT ISLAND CIR

CASE MANAGER: PASQUARELLA, BRETT 499-2636

APPLICATION DATE: 7-MAR-1994

ZIP: 78731 FULL PURPOSE
 WATERSHED: Lake Austin RURAL WATER SUPPLY

OWNER: CASTLEMAN, MICHAEL (713)622-9909
 ONE WEST LOOP SOUTH, STE. 813 HOUSTON, TX 77027
 CONTACT: CASTLEMAN, MICHAEL
 AGENT: SIGNOR ENTERPRISES, INC. (512)327-6064
 5523 W. BEE CAVES ROAD K-5 AUSTIN, TX 78746
 CONTACT: BRIAN RENNAKER

SITE PLAN AREA: 0.014 ACRES (599 SQ FT)
 UTILITY OR STORM SEWER LENGTH: 0 LINEAR FEET

EXISTING ZONING: SF
 EXISTING USE:

TRACT	ACRES/SQ FT	PROPOSED USE
	0.000/ 0	RES. BOAT DOCK

RELATED CASE NUMBERS (IF ANY):

OTHER PROVISIONS:

QUALIFIES AS A SMALL PROJECT
 TIA IS NOT REQUIRED
 FEE RECEIPT #: 1398092

SUBD NAME: COURTYARD PHASE 3-A
 BLOCK/LOT: LOT 3
 PLAT BOOK/PAGE: BOOK 81, PAGE 61-64

PARCEL #: 0138110224

VARIANCES/WAIVERS, BONUSES:

March 4, 1994

Director
Parks and Recreation Board
City of Austin

Re: Request for permit and for variance on length of boat house at 5221 Scout Island Circle South.

Dear Director:

I propose construction of a boat house behind my home at 5221 Scout Island Circle South in the Courtyard on the north side of the Bull Creek arm of Lake Austin. The legal description of the property is Courtyard Phase 3-A, Lot 3, Plat Book 81, Page number 61 - 64 and LUE, Exhibit G, Volume 8939, Page 897, Real Property Records, Travis County, Texas.

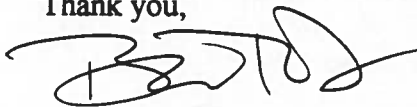
I request a variance for the length of the boat house I plan to build. I want my boat house to be 36 feet long, which is in excess of the maximum permitted length, without variance, of 16 feet.

I believe you should grant my request for a variance for the following reasons:

1. The Bull Creek arm of Lake Austin is very wide behind my home. Consequently, the extension of the boat house 36 feet into the water will not present a hazard to navigation.
2. The water is very shallow along the north shore where my boat house will be located. I need to extend the boat house an extra 6 feet away from the shoreline in order for it to be in somewhat deeper water so that I can achieve proper boat navigation.
3. Over 10 years ago the city gave the seven owners of boat docks behind Phase 2 of Courtyard permission to have boat docks that are about 50 feet long. Robert May was recently given permission to go 43 feet into the water. Apparently these docks have presented no problem for either the City or the neighborhood.

I would like to present my request for variance to the proper committee. Please call if you have any questions.

Thank you,



Brian Rennaker
Signor Enterprises, Inc.
for Michael S. Castleman

THE COURTYARD HOMEOWNERS ASSOCIATION, INC.
720 BRAZOS, SUITE 900
AUSTIN, TEXAS 78701
(512) 476-7028

March 3, 1994

Parks and Recreation Department
City of Austin
P.O. Box 1088
Austin, Texas 78767

RE: Michael Castleman
Lot 3, Phase 3, Block A
The Courtyard Subdivision

Dear Sirs:

We are aware that the reference lot is now owned by Michael S. Castleman.

The legal description of the land as defined in the title policy commitment is:

Tract I: lot 3, The Courtyard Phase 3-A as described in plat map recorded in Book 81 pages 61-64, Plat Records, Travis County, Texas,

Tract II: A Limited Use Easement for Lot 3, The Courtyard Phase 3-A being a 0.9205 acre tract, out of Lot 14, The Courtyard Phase 3-A a subdivision of record in Book 81, Pages 61-64 of the Plat Records of Travis County, Texas, and described in Volume 9839, Page 897 Real Property Records, Travis County, Texas.

The Courtyard Homeowners Association, Inc. approves the Castleman Boat Dock proposal provided its specifications and design meet City of Austin, and all other governmental authorities requirements and Courtyard Documents that have jurisdictions over such matters.

The Courtyard Homeowners Association, Inc.'s authority stems from the "Second Restated Declaration of Covenants, Conditions and Restrictions", filed by the owner of the subdivision and recorded in Volume 6598, pages 1046-1076, Real Property Records, Travis County, Texas on June 22, 1979. This document states on Page 1048 with respect to a lot owner's "Limited Use Easement" that the "...owner can fence and landscape the area and, with the approval of the Environmental Control Committee (of the homeowners' association) can erect gazebos, boatdocks, steps, and other related structures."


Page 2
Parks and Recreation Dept.

Please call me at (512) 476-7028 if you require further certification from The Courtyard Homeowners' Association, Inc..

Sincerely,
MARTINE PROPERTIES, INC.

Karen R Garcia

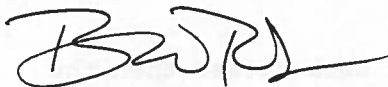
Karen R. Garcia
Association Manager


Date: February 11, 1994
To: Director Parks and Recreation Department
From: Signor Enterprises Inc.
Subject: Dock permit, legal address: Lot 23, Watersedge Section 1.

We are requesting approval of a change to a residential boat dock plans at 4201 Watersedge Cove for construction in March 1994.

We received approval to construct a boatdock at the above address on August 27, 1991. At the time the only part that was constructed was the steel structure and the lower wood deck. The owner has now begun construction on his house and wants to finish the boatdock. The original approved dock had a hip roof. The owner would now like approval to construct a wood deck above his boatdock instead of the roof.

Thank you for your consideration.



Brian Rennaker



M E M O R A N D U M

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Boat dock, 4201 Watersedge Cove
Change from roof to deck

The Board, at the meeting held on August 27, 1991, approved construction of a boat dock at 4201 Watersedge Cove. The design provided for a roof. The owner is now completing the dock and would like to construct a deck rather than the roof.

Recommendation

I recommend approval of the request to construct a deck rather than the roof as originally approved at 4201 Watersedge Cove.

If I can provide you with any additional information, please contact me.



Michael J. Heitz, AIA, Director
Parks and Recreation Department

MH:PM



MEMORANDUM

TO: Parks and Recreation Board Members

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: February 16, 1994

SUBJECT: Town Lake Comprehensive Plan Review: Colorado River Park

On January 6, 1994 the City Council instructed the Parks Board, the Planning Commission and the Environmental Board to solicit public input, review and make recommendations by June 1994 to the City Council on the update of the Town Lake Comprehensive Plan including Zilker Park, Town Lake and the Colorado River Park. The review schedule adopted by the Parks Board begins with the Colorado River Park, followed in later meetings with the Central Lake Corridor and Zilker Park. The review procedure is to spend two meetings on each section; first, a staff description of the relevant sections of the Plan and changes recommended by PARD staff and second, a public hearing. In the final meeting, the Parks Board will formulate a recommendation the City Council.

Background

The Town Lake Comprehensive Plan is the second master plan for Town Lake. The first plan was developed in 1968, eight years after the lake was formed by the construction of Longhorn Dam. The 1968 plan envisioned a trail system, observation points, fishing areas, boat landings, and picnic areas; much of the plan has been developed.

The 1988 Town Lake Comprehensive Plan was the result of renewed community interest in the park. In 1985, the Town Lake Task Force was appointed by City Council to address improvements on Town Lake. The result of their effort, the Town Lake Corridor Study, included goals and policies for future development, and called for a long-range comprehensive plan for the lake corridor.

In 1986, Johnson Johnson and Roy/inc. and Lawrence W. Speck Associates, Inc. were retained to prepare the Town Lake Comprehensive Plan. Over an eighteen month period, the study team conducted over one hundred neighborhood meetings, four city-wide meetings and reviewed their findings before the Parks Board, Planning Commission and the City Council. In 1989, Council passed an ordinance adopting the Plan and requiring development of parkland and right-of-way to comply with the Plan.

5) All existing baseball diamonds at Kreig Field should remain in their current configuration.

(+) PARD Recommendation. PARD agrees. In addition, the Montopolis Youth Sports Complex was approved in the 1992 Bond Election, and the east end of the Colorado River Park was selected by the Montopolis neighborhood as the appropriate location.

6) General recreation facilities should be developed in the southeastern portion of the park, to include activities such as picnic shelters, tables, barbecue pits, benches, a playscape, basketball, volleyball and disk golf. A portion of the area should be identified for Neighborhood Park use. Special events facilities should be developed for open-air dancing and festivals.

(+) PARD Recommendation. PARD agrees. The particular list of general recreation improvements should be selected later in consultation with the neighborhood.

7) The north bank of the Colorado River between Longhorn Dam and the Montopolis Bridge should be designated as a Preserve.

(~) PARD Recommendation. Twenty acres of land on the north bank, west of the Montopolis Bridge, is dedicated parkland and can be designated a nature preserve. Land adjoining the 20 acre tract on the north bank, if undisturbed and found to have natural features, should be acquired.

Please contact me if you require additional information.


Michael J. Heltz, AIA, Director
Parks and Recreation Department

Gail Armstrong
Rosemary Castlebury
Clifton Griffin
Maxine Barkan
Felix Rosales, Jr
Janice Rodriguez

Don't proliferate roads
intersecting Montopolis Dr.; connect
Lakeshore w/ Grove.

Town Lake Comprehensive Plan Organization

The Plan is divided into four sections. The first section, Baseline Situation, describes the natural and cultural environment, park use patterns, and perception about future development. The second section, Plan Concept, presents guiding principles and design concepts, and land acquisition plans. The third section, Plan Description, describes the physical plan for Town Lake. The final section presents an implementation strategy.

Colorado River Park Recommendations (see pages 81-87 and page 35)

1) The Colorado River Park is recommended to benefit from the largest land acquisition and development investment in the Plan. A 210 acre expansion was proposed to create a major metropolitan park occupying the area between Montopolis Drive on the east, the Colorado River on the north, Krieg Field on the west, and a future extension of Lakeshore Drive on the south.

(+) PARD Recommendation. Agree. In March 1993, the City approved a contract to purchase 250 acres to supplement the existing 56 acre park.

2) Extension of Lakeshore Drive between Pleasant Valley Road and Montopolis Drive is proposed to provide vehicular access to the new park.

(+) PARD Recommendation. Agree. Lakeshore Drive is needed to provide access from the Montopolis neighborhood on the east, and from other areas on the west. Lakeshore Drive is not an approved CIP project but should be funded in the future. In the short run, the extension of Grove Boulevard would give access from the south through the Montopolis neighborhood. Grove Boulevard is an approved CIP project and plans are complete, but sale of the bonds has not been approved.

3) Construction of a Performance Pavilion to accommodate city-wide theatre and musical events. The Pavilion is described as a 4,500-6,000 seats under a shelter and 7,000-10,000 seats on an amphitheater lawn. The Pavilion would include restrooms and concession stands.

~ PARD Recommendation. PARD supports the concept of an amphitheater but recommends a smaller capacity in order to avoid traffic and noise problems. Like the Zilker Hillside Theatre, the Colorado River Park amphitheater should be available for a variety of neighborhood and cultural performances.

4) For the amphitheatre, construct permanent parking for 1400-1600 cars and temporary overflow parking for 2000 cars on an open field.

~ PARD Recommendation. PARD supports adequate permanent parking for a smaller audience, and encourages alternate transportation methods to avoid excessive paving in parkland.



MEMORANDUM

TO: Parks and Recreation Board Members

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 17, 1994

SUBJECT: Town Lake Comprehensive Plan Review: Central Corridor

On January 6, 1994 the City Council instructed the Parks Board, the Planning Commission and the Environmental Board to solicit public input, review and make recommendations by June 1994 to the City Council on the update of the Town Lake Comprehensive Plan including Zilker Park, Town Lake and the Colorado River Park. The review schedule adopted by the Parks Board began with the Colorado River Park, continues with the Central Lake Corridor and will follow with Zilker Park. The review procedure is to spend two meetings on each section; first, a staff description of the relevant sections of the Plan and changes recommended by PARD staff and second, a public hearing. In the final meeting, the Parks Board will formulate a recommendation to the City Council.

Central Lake Corridor

For the purposes of this review, the Central Lake Corridor is identified as all the parkland on Town Lake, excluding Zilker Park and the Colorado River Park. Currently, the six mile long Town Lake corridor is composed of 535 acres of public parkland on both sides of the lake. The shoreline is public parkland except for the south shoreline around Congress Avenue and east of I-35, and both sides west of the MoPac bridge.

Central Lake Corridor Recommendations (see pages 58-81 and 87-91)

The major Comprehensive Plan recommendations will be listed in geographical sequence from east to west.

Longhorn Dam to I-35

(~) 1) Locate a sailing facility near Pleasant Valley Road to permit more water-based recreation.

- Recommendation: Agree, when sufficient user demand is demonstrated.

(-) 2) Alter the Fiesta Gardens traffic flow by establishing a new park road along the shoreline, connecting Robert Martinez Street (formerly Canadian) with Comal Street.

- Recommendation: Retain existing street access. The proposed road would disrupt the new ballfield complex at the end of Canadian Street.

3) Enhance the Fiesta Gardens area for neighborhood park activities.

(+) - Recommendation: Agree.

4) Extend the trail on the south shore between I-35 and Lakeshore Drive.

(+) - Recommendation: Agree.

I-35 to Drake Bridge

5) Acquire property south of River Street, and dedicate City's Street and Bridge Yard as parkland.

- Recommendation: Agree.

6) Develop a cultural facility in the Rainey Street area.

- Recommendation: City is currently doing a feasibility study on the conversion of Public Works Service Center #2 to a cultural facility.

7) Complete trail access on south shore between Drake Bridge and I-35. (Norwood area)

- Recommendation. Agree.

8) Develop neighborhood park activities on Town lake between East Bouldin and Blunn Creek.

- Recommendation. Agree.

9) Rehabilitate the Norwood House on its original site.

- Recommendation. Agree.

10) Create a promenade along Caesar Chavez (First Street) between Shoal Creek and Waller Creek.

- Recommendation. Agree; PARD has applied for ISTEAF funds to build a stairway connection from street to shoreline trail; future development should emphasize informal character of the lake.

Drake Bridge to MoPac Bridge

11) Continued use of Auditorium Shore for occasional special events should be complemented by measures to limit the noise and traffic impacts on adjacent neighborhoods.

- Recommendation. Agree.

MH OK on L+F
12) Cultural institutions such as museums or theaters should be accommodated in the current location of the Coliseum and Daugherty Arts Center. L+F: Delete (MH-OK)

- Recommendation. Agree; development should be limited to areas along existing roads to minimize impact on open space.

13) Surface parking around Palmer Auditorium should be replaced by a landscaped parking structure surrounding all but the lake side of the auditorium.

- Recommendation. Agree, if the City decides to retain the Auditorium in its present function.

(-)

14) Develop a lagoon between the Coliseum and Palmer Auditorium.

- Recommendation. The lagoon should be deleted due to the high cost of maintenance.

15) The City power generating facility and the cooling water intake structure should be converted to a recreational or cultural use when they are no longer necessary for utility purposes.

- Recommendation: Agree.

MH OK on L+F
16) Develop neighborhood park activities east of Austin High School, after suitable replacement of existing ball field and the Humane Society Animal Shelter. Develop Humane Society facility as park use (delete reference to Neigh. park + removal of ballfields)

- Recommendation: Agree.

L+F: Convert

MoPac Bridge to Red Bud Isle

17) Acquire the commercial properties between Eilers Park and Lake Austin Boulevard as they become available to provide higher visibility and access.

- Recommendation: Agree.

18) Preserve Red Bud Isle in a predominantly natural state.

- Recommendation: Agree.

19) The Plan recommends an enhanced transportation system for Town Lake, including trails, bikeways, strolling paths, a water taxi, and a tramway.

- Recommendation: PARD supports additional hike and bike trails, but recommends against implementation of a water taxi or tramway until clear community support is demonstrated.

For your information, I have attached a copy of the Amendments to the Comprehensive Plan. Please contact me if you require additional information.


Michael J. Heitz, AIA, Director
Parks and Recreation Department

MJH:SS

No
water taxi
tramway

SCHEDULE

Phase One: Colorado River Park

- February 22: PARD Recommendation
- March 8 and March 22: Public Hearing

Phase Two: Central Lake Corridor

- March 22: PARD Recommendation
- April 12: Public Hearing

Phase Three: Zilker Park

- April 26: PARD Recommendation
- May 10: Public Hearing

Action

- May 24: Council	Board	Recommendation	to
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AMENDMENTS TO THE TOWN LAKE PARK COMPREHENSIVE PLAN
ATTACHED AS EXHIBIT "A"

The Town Lake Park Comprehensive Plan attached as Exhibit "A" to this ordinance is amended by the following provisions, which shall control over any inconsistent provisions established or implied in Exhibit "A":

- (1) The proposed lagoon on the north side of West First Street is eliminated.
- (2) Some of the retrofitting features of the 14 recommendations of the Comprehensive Watershed Ordinance Task Force approved by the City Council on May 22, 1986, shall be incorporated into the remaining lagoon sites.
- (3) Existing athletic fields shall not be removed until alternate locations have been identified and users have been consulted about the adequacy of such alternate locations.
- (4) There shall be no attempt by the City of Austin or a municipal improvements corporation to develop any of the "Pecan Gardens" property until ~~a thorough~~ environmental impact study is completed and submitted to the City Council analyzing and detailing the environmental impact of the proposed Pecan Gardens development. The environmental impact study shall analyze the potential water, air, and noise pollution resulting from the proposed development. The study shall particularly evaluate the potential runoff impact on Barton Creek's already environmentally sensitive status. The impact of motor traffic related to the proposed location of parking facilities in the Pecan Gardens shall be evaluated. The prospective cost of acquiring the Pecan Gardens properties, based on present appraised values, shall be determined, as shall the estimated cost of the development proposed in the Town Lake Park Plan.
- (5) No part of the Town Lake Park Plan affecting Barton Creek shall be implemented unless there is an affirmative finding by the City Council based on an environmental impact study that such implementation will not adversely affect the shoreline or waters of Barton Creek.
- (6) Inclusion of the "Pecan Gardens" does not commit the City to develop this facility but merely acknowledges that this is the most appropriate place for this development. References to any specific number of eating establishments, specialty shops, exhibition spaces, and amusement/entertainment features are deleted. Limitations shall be placed on the use of high amplification equipment so that the use of this area remains sensitive to adjacent neighborhoods.

- (7) Plans for the Performance Pavilion in the Colorado River Park shall be deferred until the expansion of Lakeshore Drive between Pleasant Valley Road and Montopolis Drive is completed and traffic studies indicate that access to parking adjacent to the Performance Pavilion will accommodate the projected traffic volumes. Acoustical technology must be incorporated in the design and use of the Performance Pavilion so that it does not become a nuisance for surrounding neighborhoods.
- (8) No particular priority or phasing of actions necessary for implementation of the Town Lake Park Plan is adopted. The Director of the Parks and Recreation Department shall consult with park users and the various affected boards and commissions for the establishment of priorities.
- (9) Existing open areas utilized for kite flying, soccer, softball, kickball, and other sports activities shall not be planted with trees; but trees may be planted in other open areas to provide shade.
- (10) In order to keep the trains, pool, and playscape accessible to automobiles during off-peak hours, the number of parking spaces on the south side of Barton Springs Road shall not be diminished.
- (11) Implementation of the Town Lake Park Plan is to include specific opportunities for minority entrepreneurship east of IH-35.
- (12) In order to receive private contributions, a Town Lake Park Trust Fund shall be established at the earliest possible time.
- (13) The Town Lake Park Alliance is recognized for its work in promoting this vision for Austin's future. The preservation and enhancement of creeks and waterways was the City's Bicentennial gift to the nation.
- (14) The Environmental Board shall have the opportunity to review the Town Lake Park Plan concerning water quality, native habitat, and other impacts upon Town Lake such as dredging.
- (15) Riverside Drive (as it goes through Town Lake Park) shall not be abandoned until Barton Springs Road is upgraded to handle extra traffic.
- (16) In the interest of maintaining a good working relationship with the University of Texas in achieving the goals and objectives of the Town Lake Park Plan, and since the University has offered to "work with the City to the end of

including walks, parkways, trails, open spaces and the like into its land plan, and to help achieve the goals and objectives of the plan," inclusion of the Brackenridge Tract in the Town Lake Park Plan is deferred pending the results of further cooperative efforts between the City and the University of Texas.



MEMORANDUM

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Hoshin Strategic Planning

The Department is currently in the process of strategic planning. We are following a new process, Hoshin Strategic Planning. The next step is to select the one item which will be our focus for the next three to five years. We have completed an environmental scan and are now working with the full department on how we would like to see the Department in 1999.

We are trying to receive as much input as possible at this stage and would like you all to assist us. Would you please bring to the March 22 meeting a list of responses to the following question:

"It is 1999. The Austin Parks and Recreation Department has contributed to the quality of life in Austin. What have we done to achieve this?"

We will incorporate your responses into our plan. We are also asking the Austin Arts Commission for their input.

If you need additional information, please contact Jody Hamilton at 499-6714. Thank you for your help.


Michael J. Heitz, AIA, Director
Parks and Recreation Department

MMJH:jh



MEMORANDUM

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Use Agreement, Walsh Boat Landing Parking Lot
Walsh Tract Lift Station Relief Interceptor
CIP# 430-237-0447

A request has been received from the Department of Public Works and Transportation, on behalf of the Water and Wastewater Utility, for approval of a Use Agreement through part of the Walsh Boat Landing Parking Lot to allow construction of the Walsh Tract Lift Station Relief Interceptor.

The proposed Use Agreement comprises an area approximately 175' long and 15' wide, 2,623 sq. ft.

The project will provide a gravity sewer line from the existing lift station at the Walsh Boat Landing to the intersection of Redbud Trail and Lake Austin Boulevard. It is more fully described in the attached memorandum and information packet.

It is proposed that the sewer line be constructed in tunnel using a "micro-tunnel" process which will cause the least disruption because it requires minimal excavation. Completion of the sewer line will enable the lift station to be abandoned.

Recommendation

I recommended approval of the Use Agreement (approximately 175' long by 15' wide, 2,623 sq.ft.) through part of the Walsh Boat Landing Parking Lot, to allow the construction of the Walsh Tract Lift Station Interceptor.

If I can provide any additional information, please let me know.


Michael J. Heitz, AIA, Director
Parks and Recreation Department

MJH:pm



MEMORANDUM

TO: Mike Heitz, Director
Parks and Recreation Department

FROM: Wm. R. Stockton, P.E., Director
Department of Public Works and Transportation

DATE: March 1, 1994

SUBJECT: Request for Use Agreement Across Parkland
Walsh Tract Lift Station Relief Interceptor
CIP No. 430-237-0447

The Department of Public Works and Transportation, on behalf of the Water and Wastewater Utility, hereby requests use agreement for the construction, operation and maintenance of the Walsh Tract Lift Station Relief Interceptor, CIP No. 430-237-0447. Attached are the following supporting documents for your use and consideration:

- A. Information Packet,
- B. Metes and Bounds Field Note descriptions of the permanent use agreement (one parcel),
- C. Project Location Map

From these documents, you will note that a permanent subsurface use agreement containing a total of 0.06 acres of parkland is being requested. The location of the parkland in relation to the proposed project alignment is shown on the Project Location Map.

The Walsh Tract Lift Station Relief Interceptor project will include the construction of approximately 2,700 linear feet of 18-inch wastewater interceptor in tunnel along Lake Austin Boulevard between Scenic Drive and Redbud Trail. This project will allow the Water and Wastewater Utility to decommission an existing lift station and thereby avoid the associated reliability and potential odor problems. The project alignment was prepared by Bury and Pittman, Consulting Engineers and Surveyors of Austin, Texas.

Public Works, in cooperation with the Water and Wastewater Utility, the Parks and Recreation Department, the Planning and Development Department, and the Environmental and Conservation Services Department have reviewed the proposed alignment for this wastewater interceptor. All reasonable planning efforts have been taken to minimize disturbance to the surrounding area. All construction and site restoration will be completed in accordance with the Standard Specifications and Construction Standards of the City of Austin. All construction and site restoration in parkland will also be completed in accordance with PARD's "Construction in Parks Standards."

March 1, 1994
Mr. Mike Heitz, Director
Page 2

Please prepare the necessary documentation for the Parks and Recreation Board's consideration of this matter. We are requesting that Park Board action be taken on March 22, 1994. If we can provide any additional information, please contact Mr. Philip L. Salyers of the Public Works staff at 512/499-7144.



Wm. R. Stockton, P.E., Director
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

WRS:PLS

Attachment

cc: Randy J. Goss, P.E.
Gerald Martin, P.E. w/attachments
~~Peter March~~ w/attachments
Charles H. Samson, III, P.E.
Philip L. Salyers w/attachments
Junie Plummer
file

Information Packet

WALSH TRACT LIFT STATION RELIEF INTERCEPTOR

CIP No. 430-237-0447

City of Austin
Department of Public Works and Transportation

on behalf of the
Water and Wastewater Utility

MARCH 1994

INTRODUCTION

The Department of Public Works and Transportation, on behalf of the Water and Wastewater Utility, is proposing to construct the Walsh Tract Lift Station Relief Interceptor, CIP No. 430-237-0447. In conjunction with this project, Public Works is requesting authorization pursuant to Chapter 26 of the Texas Parks and Wildlife Code to build a portion of the interceptor across parkland.

The Interceptor will allow the Water and Wastewater Utility to decommission the existing Walsh Tract Lift Station and thereby avoid the associated reliability and potential odor problems. The lift station is located in the general area of the Walsh Boat Landing on Lake Austin Boulevard near Enfield. Funding for this project is included in the 1982 bond authority of the Utility.

PROJECT NEED AND JUSTIFICATION

In the early 1950's the Walsh Tract Lift Station was constructed and is the last lift station in a series of three that collect wastewater flow in the Taylor Slough Watershed. This station was originally constructed with sufficient capacity to accommodate upstream flow for the Taylor Slough Lift Station, which was also constructed in the early 1950's. In the mid-70's, a new Taylor Slough Lift Station with increased firm pumping capacity was constructed. The capacity increase was provided by two 2,500 gpm and two 450 gpm pumps. The two 450 gpm pumps were salvaged from the previous Taylor Slough Lift Station. Pumping capacity improvements at the Walsh Tract Lift Station were never implemented, however, this station still houses only one 2,500 gpm and two 375 gpm pumps.

During wet weather conditions, the Walsh Tract Lift Station pumps barely keep up with the incoming flow. There have been some instances where a manhole located approximately 800 feet upstream of the station has overflowed into Lake Austin. In addition to the insufficient capacity, the Walsh Tract Lift Station requires frequent maintenance due to mechanical breakdowns which can be attributed to the age of the station.

In efforts to correct the lack of capacity as well as mechanical problems at the Walsh Tract Lift Station various alternatives were considered. These alternatives ranged from increasing wet well volume and/or pumping capacity, constructing an entirely new lift station in the vicinity or relieving the existing station with a gravity interceptor. The costs of increasing wet well volume and implementing pumping capacity and associated electrical improvements were almost equal to constructing an entirely new lift station. The costs of constructing a gravity interceptor, which is the Water and Wastewater Utility's preferred method of conveying wastewater flow, were comparable and, in some cases, less expensive to the costs of an entirely new lift station. Therefore, because conveying wastewater flow through a gravity interceptor was less expensive, inherently less risky and relatively maintenance free when compared to a lift station, this option was pursued.

In 1992, the City of Austin selected the engineering firm of Bury & Pittman, Consulting Engineers and Surveyors of Austin, Texas to prepare a preliminary engineering study recommending a means of abandoning the existing Walsh Tract Lift Station by gravity interceptor.

ALTERNATIVES TO THE USE OF PARKLAND

The preliminary engineering report evaluated alternatives methods for the installation of the proposed wastewater interceptor. One of these would include deep open-cut construction in Lake Austin Boulevard and the other alternative considered tunnel construction. Environmental impacts were considered as well as the construction, operation and maintenance costs of the two alternatives.

The normal method of open cutting utility trenches in rock is by special wheel or belt rock trenchers. The maximum depth achieved for a single pass by these methods is less than 14 feet without benching. Benching for this size equipment would require a massive disruption of traffic and displacement of large amounts of excavated material associated with hauling and storage costs. To accomplish an open cut excavation, the line would have been constructed in phases, with a total closing of Lake Austin Boulevard in the area of each phase.

The alternative construction technique for such a deep installation is boring and jacking or microtunneling. This would not require a complete traffic shutdown but would need a series of pits along the alignment. This alternative would allow two-way traffic on Lake Austin Boulevard most of the time and a minimum of one-way at all times.

Due to the existing levels of traffic, high number of existing utilities and the depth of the proposed wastewater interceptor, the Water and Wastewater Utility has decided to install the proposed interceptor by microtunneling. This means that most of the construction disturbance will be limited to the areas of the bore pits (which will be at the proposed manhole locations), thereby minimizing the disruption of traffic in Lake Austin Boulevard. In addition, the selected microtunneling alternative minimizes use and impact to parkland. However, this technique will require the crossing of parkland because of the alignment of the interceptor between bore pits.

PROJECT DESCRIPTION AND SCHEDULE

The proposed Walsh Tract Lift Station Relief Interceptor will consist of the installing approximately 2,700 linear feet (175 linear feet across parkland) of 18-inch wastewater tunnel, 47 linear feet of 8-inch wastewater line by open cut, approximately 100 linear feet of a 4-inch forcemain (for the extension from the boat dock to a proposed manhole) by open cut, and 7 manholes and appurtenances thereto. The tunnel will extend from Scenic Drive to Redbud Trail and will generally parallel Lake Austin Boulevard.

The proposed permanent use agreement located within parkland is 15 feet in width, out of and part of the DJ. Gilbert Survey No. 8, situated in the City of Austin, Travis County, being a portion of Lots 1-5 Block 14 Walsh Place Division "B", a subdivision of record in Book 3, Page 94 of the Plat Records of Travis County, Texas.

This project has an anticipated construction cost of \$1,500,000. It is scheduled to start construction in the Winter of 1994 and will take approximately 7 months to complete. This schedule reflects the expediting of easement acquisition with the University of Texas as well as with the City of Austin.

SHORT TERM EFFECTS OF CONSTRUCTION

Short term effects during construction will be minimal. The construction will have minimal interference with any park function since the area involved is used as a parking lot for the Walsh Boat Landing and the schedule of construction is during off peak time.

Most of the construction activities will be conducted within the existing right-of-way and permanent easements. This includes the construction of the shafts, trenching, pipe installation and backfilling operations. Ground disturbance in this area will include preconstruction clearing, shaft construction, trenching, material storage, vehicle tracking and soil compaction. A traffic plan is included to reroute traffic around the construction areas.

With the approval of the Park's Department., only minor pruning of the trees within the Walsh Boat Landing will be necessary. There will be short term disturbance within the site for the extension of a 4-inch forcemain from the boat dock to a proposed manhole; however, no long term effects to the habitat are anticipated since all disturbed areas will be revegetated.

LONG TERM EFFECTS OF CONSTRUCTION

The only long term effect on the parkland due to construction and operation of the wastewater interceptor will be the restriction of building structures or similar improvements within the permanent use agreement areas. This is consistent with the restrictions placed on areas in floodways so no long term effects due to the project are anticipated.

RESTORATION PLAN

All disturbed land and facilities will be restored to a condition equal to or better than that existing prior to construction. All disturbed grassed areas will likewise be restored and revegetated to a condition equal to or better than that existing prior to construction. Areas used for roadways, parking, etc. will be tilled in order to remove any vehicle tracks and to loosen compacted soil prior to the preparation of the ground for seeding.

A detailed tree survey and a tree evaluation were performed by the consulting engineer which determined that no trees will be removed. However, the project will include replacement planting or payment in accordance with PARD's "Construction in Parks Specifications", if any trees are inadvertently damaged during the construction of the project.

All such restoration will be completed in accordance with the Standard Specifications and Construction Standards of the City of Austin. All restoration in parkland will be completed in accordance with PARD's "Construction in Parks Specifications."

As with all City construction projects, the Contractor will have to provide a one year warranty on his work including such restoration, revegetation, and tree replacement.

EXHIBIT "A"

FN. NO. 93-164(PTR)
C.I.P. NO. 430-237-0447
CITY OF AUSTIN TO CITY OF AUSTIN;
PROPOSED 15-FOOT WIDE WASTEWATER
ESMT., A PORTION OF LOTS 1-5, BLK. 14
WALSH PLACE DIV. "B", BK.3, PG. 94

DESCRIPTION OF A 2623 SQ. FT., 15-FOOT WIDE STRIP OF LAND, OUT OF AND PART OF THE D.J. GILBERT SURVEY NO. 8, SITUATED IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, BEING A PORTION OF LOTS 1-5 BLOCK 14 WALSH PLACE DIVISION "B", A SUBDIVISION OF RECORD IN BOOK 3, PAGE 94 OF THE PLAT RECORDS OF TRAVIS COUNTY, TEXAS, SAID 2623 SQ. FT., 15-FOOT WIDE STRIP OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 1/2 inch iron rod found at the southwest corner of Lot 1 Walsh Place Division "B", being at the intersection of the north right-of-way line of Enfield Drive and the east right-of-way line of Scenic Drive, for the southwest corner of the herein described tract;

THENCE, N04°27'48"E, leaving the north line of Enfield Drive, along the east line of Scenic Drive, being the west line of Lots 1-4, a distance of 155.32 feet to a 1/2 inch iron rod found at an angle point in west line of said Lot 4 Walsh Place;

THENCE, N29°28'35"E, along the southeasterly line of Scenic Drive, being the northwesterly line of Lots 4 and 5, a distance of 35.48 feet to a point for the most northerly point of the herein described tract; from which, a concrete monument found at the intersection of the southeasterly line of Scenic Drive and the south line of Bonnie Road, bears N29°28'35", a distance of 89.51 feet;

THENCE, S04°27'48"W, leaving the east line of Scenic Drive, over, across, and through said Lots 1-5 Walsh Place, along a line 15 feet east of and parallel with the east line of Scenic Drive, a distance of 194.40 feet to a point in the south line of said Lot 1 Walsh Place, same being the north line of Enfield Drive, for the most southerly point of the herein described tract;

THENCE, N60°43'47"W, along the south line of said Lot 1 Walsh Place, same being the north line of Enfield Drive, a distance of 16.52 feet to the POINT OF BEGINNING containing an area of 2623 sq. ft. of land, more or less, within these metes and bounds.

STATE OF TEXAS

COUNTY OF TRAVIS


§
§
§

KNOW ALL MEN BY THESE PRESENTS

THAT I, JOHN T. BILNOSKI, A REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE ABOVE DESCRIPTION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT THE PROPERTY DESCRIBED HEREIN WAS DETERMINED BY A SURVEY MADE ON THE GROUND UNDER MY DIRECTION AND SUPERVISION.

WITNESS MY HAND AND SEAL AT AUSTIN, TRAVIS COUNTY, TEXAS THIS 29th DAY OF SEPT, 1993. A.D.

BURY & PITTMAN, INC.
ENGINEERS-SURVEYORS
3345 BEE CAVE ROAD, SUITE 200
AUSTIN, TEXAS 78746

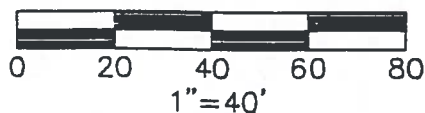


JOHN T. BILNOSKI, R.P.L.S.
NO. 4998
STATE OF TEXAS

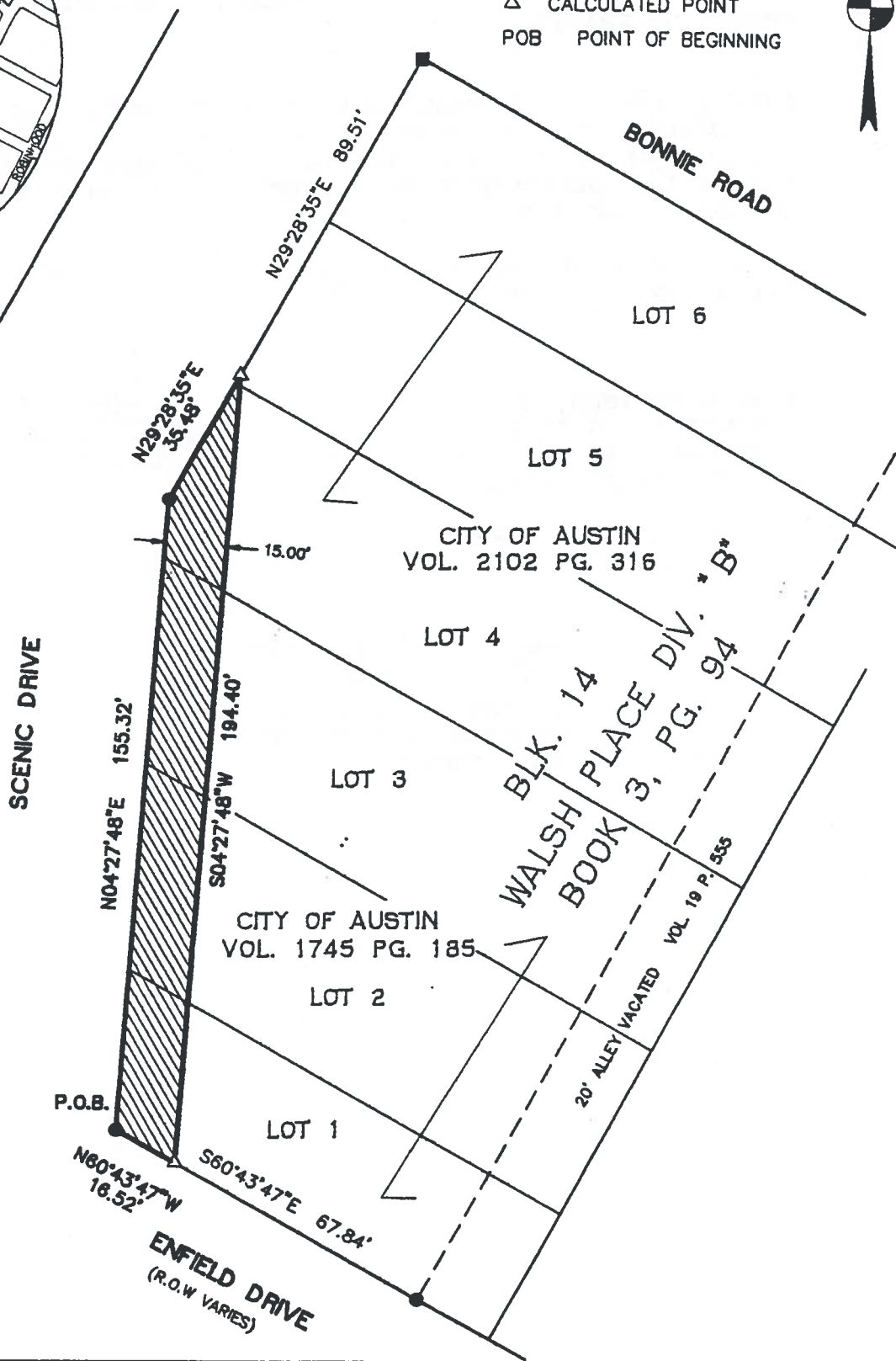


FIELD NOTES REVIEWED

By Mike L. [Signature] Date 6-6-93
Engineering Support Section/
Department of Public Works
and Transportation



● 1/2" IRON ROD FOUND
■ CONC. MONUMENT FOUND
△ CALCULATED POINT
POB POINT OF BEGINNING



LAKEHOUSE APTS., INC.
VOL. 7330 PG. 517

FORD SMITH
VOL. 10759 PG. 277

b Bury+Pittman
Consulting Engineers and Surveyors
Austin, Texas Tel 512/338-0811 Fax 512/338-0885

SKETCH TO ACCOMPANY DESCRIPTION
OF 2623 SQ. FT. FOR PROPOSED 15' WASTEWATER EASEMENT
OUT OF AND PART OF THE D. J. GILBERT SURVEY NO. 8,
BEING A PORTION OF LOTS 1-5 BLOCK 14 WALSH PLACE
DIVISION "B", BOOK 3, PAGE 94, TRAVIS COUNTY, TEXAS.

**CITY OF
AUSTIN**

DATE: 9-27-93

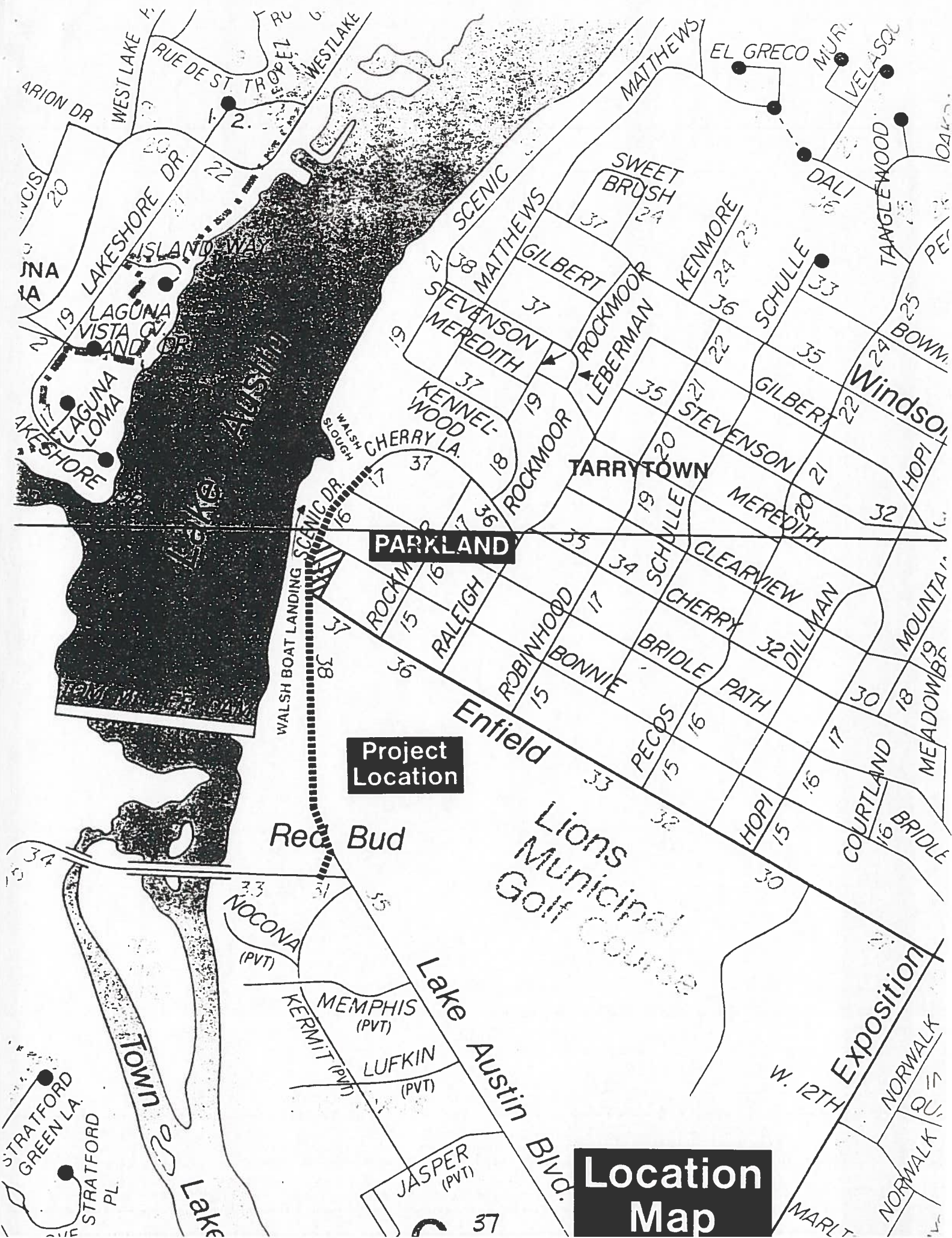
DISK: 325

DRAWN BY: P.T.R.

FILE: 08217EX4.DWG

FN NO. 93-164 (PTR)

PROJECT No.: 082-17.00



PARKLAND

TARRYTOWN

Project Location

Lions Municipal Golf Course

Exposition

Location Map



MEMORANDUM

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Floating Boat Dock - Town Lake
Capital Cruises, Hyatt Hotel

Capital Cruises has submitted an ammended proposal for approval of floating boat dock to be located at the Hyatt Hotel on Town Lake.

This dock would be located adjacent and to the west of the existing permanent dock, but would be physically separated from it. The dock is proposed to be approximately 70' long and 12' wide and connected to the shore by a walkway 8' long.


Parks and Recreation Department staff have reviewed the project and the site plans meet the requirements of Article VI, Division 4, Part E (Requirements for the Construction Of Boat Docks) of the Land Development Code (including all amendments), with the exception of the provision of navigation lighting.

Recommendation

I recommend approval of the request from Capital Cruises for a floating boat dock, approximately 70' x 12', at the Hyatt Hotel on Town Lake. The approval of the dock is subject to the following conditions:

1. Navigation lighting in accordance with Section 13-2-793 of the City Code be provided. Subsection (b)(2)(B)(3) requires that a light station be located on the two extreme corners and at locations not more than 25' apart along the side farthest from, and parallel to the shoreline.
2. The floatation system be encased in high density polyethelene, in accordance with Section 13-2-792(d), to withstand prolonged exposure to wave action and weather.
3. The existing floating dock, that has foam floatation that is not encapsulated, presently in the water at this location be removed.

If I can provide you with any additional information, please contact me.



Michael J. Heitz, AIA, Director
Parks and Recreation Department

MJH:pm



CAPITAL CRUISES

"The Ultimate in Austin Pleasure Boat Services"

504 W. 24th, Suite 131

Austin, TX 78705

(512) 480-9264

March 10, 1994

**Mr. Mike Heltz
Austin Parks and Recreation Department
200 S. Lamar
Austin, TX 78704**

RE: Addition of a floating dock on Town Lake at the Hyatt

Dear Mr. Heltz:

Based on discussions with the Park Board's navigation committee Capital Cruises would like to amend our proposal for the addition of slips on the Hyatt dock. We would instead like to upgrade our facilities with a floating dock (approximate size is 70 ft. by 12 ft, with an 8 ft. bridge) in the cove just west of the permanent dock at the Hyatt. The dock facility will be used for boat mooring purposes and to reduce the overall usage of the existing dock. The dock will be constructed of galvanized metal superstructure (per the previously submitted brochure) wood decking and will be floated with encapsulated styrofoam blocks. It will be fastened to the shore at the extreme corners and in the middle area at the bridge with anodized metal cable and poles. The dock will include any necessary lighting as well. The attached sketch depicts the exact location of the dock in relation to the hotel and existing structures.

We would appreciate your assistance in gaining all needed approvals for this dock in the most expedient manner possible. Please let me know what additional information you need or anything that we may do to speed the process. Thank you in advance for your assistance.

Sincerely,

Mark Ledyard

Hyatt Hotel

Pool

41

Beach

Tree

Tree

REAL
BARR
SHOPS

~ 70' x 12'

NEW FLOATING DOCK

CANOE
STORAGE

NEW 44' x 14'
Dinner Boat

12' x 12' Boat
12' x 12' Boat
12' x 12' Boat

EXISTING DOCK

12' Electric

Current 30' x 10' Boat



MEMORANDUM

TO: Parks and Recreation Board

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: March 16, 1994

SUBJECT: Approval of Name for New Golf Course

After discussion with Mrs. Jimmy Clay and with the Golf Advisory Board, the Parks and Recreation Department requests that the name of Roy Kizer be considered for the 18-hole golf facility currently under construction located at 5300 Jimmy Clay Drive.

Regarding the naming of the course, Roy Kizer was born in 1907 and served as the Golf Course Superintendent at "Old Muni" from April 1937 until his retirement from the City of Austin in January 1973. During his 36 years of service, Mr. Kizer earned the respect of the Austin golf community through his dedication to the golf course and his special involvement in the Junior Golf Program. Mr. Kizer contributed time and money to insure that the Junior Golf Program was a success. He introduced golf as a career to many young people who went on to become golf professionals and superintendents. Mr. Kizer was the father of eight children; his influence is still being felt today with twenty-two of his descendants being employed in the golf industry.

Mr. Kizer passed away in 1975 after a short retirement. As a demonstration their affection for him, the Austin golf community placed memorial plaques at each of the municipal golf shops. For his contribution to the game of golf and to the golfers of Austin, the Parks and Recreation Department recommends that the new golf course currently under construction be named the "Roy Kizer Golf Course." Mrs. Clay is comfortable with this recommendation.

The Parks and Recreation Department will pay the cost for signs, estimated at \$5,000.

I recommend your approval of the request to name the new course the "Roy Kizer Golf Course."

Please let me know if you need additional information.



Michael J. Heitz, AIA, Director
Parks and Recreation Department

MJH:jh

APPLICATION FOR FACILITY NAMING

The Parks and Recreation Department, upon the recommendation of the Golf Advisory Board, requests that the name of Roy Kizer be considered for the new golf course located adjacent to the Jimmy Clay Golf Course.

Biographical Synopsis: Roy Kizer was born in 1907 and served as the Golf Course Superintendent at "Old Muni" from April 1937 until his retirement from the City of Austin in January 1973.

Justification: During his 36 years of service, Mr. Kizer earned the respect of the Austin golf community through his dedication to the golf course and his special involvement in the Junior Golf Program. Mr. Kizer contributed time and money to insure that the Junior Golf Program was a success.

Mr. Kizer introduced golf as a career to many young people who went on to become Golf Professionals and Superintendents. Mr. Kizer also was the father of eight children. His influence is still being felt today with twenty-two of his children, grand and great-grand children being employed in the golf industry.

Mr. Kizer passed away in 1975 after a short retirement. As a demonstration of their affection for him, the Austin golf community placed memorial plaques at each of the municipal golf shops.

For his contribution to the game of golf and the golfers of Austin, the Parks and Recreation Department recommends that this new golf course be named the "Roy Kizer Golf Course".

Estimated cost for replacement of signs and plaques \$5,000. PARD will pay full cost, \$5,000 or will participate ____% in the cost.

Submitted to the Public Works Department this 1st day of February 1994.

See Faulk

Signature

APPLICATION FOR FACILITY NAMING



MEMORANDUM

TO: Parks and Recreation Board Members

FROM: Michael J. Heitz, AIA, Director
Parks and Recreation Department

DATE: February 8, 1994

SUBJECT: Approve Concept of Barton Springs Road Underpass

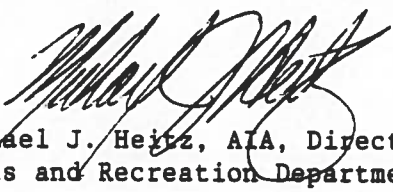
The August 1992 Bond Election included funding to construct a pedestrian walkway under the Barton Springs Road bridge. Currently, the trail along Barton Creek terminates at Barton Springs Road. Trail users must cross the road without the aid of a formal crossing. The miniature train passes under Barton Springs Road on a narrow bridge from which pedestrians are prohibited.

The CIP project approved in the 1992 Bond Election is to construct a pedestrian walkway under the Barton Springs Road Bridge, parallel to the train bridge. The underpass will be a 6'-8' wide surface with appropriate railings, supported by concrete piers drilled into the west bank.

The structure will be designed to comply with all watershed and City Code requirements, and will be processed by all review authorities. The underpass is in the Town Lake watershed, therefore it is not subject to the SOS ordinance. The concept has been reviewed and verbally approved by the Environmental and Conservation Services Department.

In compliance with the Board's review procedures, the design will be brought to the Board for Schematic and Design Development approval.

Please contact me if you require additional information.


Michael J. Heitz, AIA, Director
Parks and Recreation Department



MEMORANDUM

TO: Board & Commission Staff Liaisons

FROM: Arlene F. Ablanedo, Board & Commission Coordinator

DATE: March 3, 1994

SUBJECT: 1993 Financial Disclosures.

Please find enclosed copies of letters which have been sent to Board and Commission members with regard to filing their 1993 Financial Disclosure Statement. These statements are due in the City Clerk's Office on April 29, 1994 with a 60 day grace period attached making the final deadline June 29, 1994.

Enclosed for your files is a copy of the financial disclosure form should anyone need an extra copy.

Your assistance with reminding the members at their monthly meetings to file would be greatly appreciated and if you should need further information, please feel free to contact me at 499-2497.

Sincerely,

Arlene F. Ablanedo
Board & Commission Coordinator

enclosures.

Mayor Pro Tem Max Nofziger
P.O. Box 1088
Austin, TX 78767

March 4, 1994

Dear Max,

Enclosed is a resolution that the Bouldin Creek Neighborhood Association passed unanimously at its February 23 general meeting.

The resolution grew out of our neighborhood's concern regarding the current and future use of the 54 Acres of parkland along Town Lake.

As an interested and affected party we expect timely notification of any and all negotiations regarding the use of this parkland.

If you have any questions or would like to discuss BCNA's concerns further, please don't hesitate to call me at 443-8141.

Sincerely,



Ingrid Weigand
President, Bouldin Creek Neighborhood Association
704 W. Gibson
Austin, TX 78704

PREAMBLE

The park land known as Auditorium Shores and the park land currently occupied by Palmer Auditorium and the City Coliseum, also called the "54 Acres" falls within the boundaries of the Bouldin Creek Neighborhood Association. Although this is a city park, it is also a neighborhood park, and essentially the gateway to the Bouldin Creek Neighborhood.

Therefore the Bouldin Creek Neighborhood Association puts forward the following resolution:

RESOLUTION

Whereas the "54 Acres" park is the gateway to the Bouldin Creek Neighborhood and a key component of Austin's own Central Park;

Whereas the criteria of the Town Lake Masterplan have not yet been implemented and the park is currently mostly parking lot;

Whereas the City of Austin has not yet established consistent policies regarding issues arising from the commercial use of public park lands by both profit and non-profit entities;

Therefore be it resolved that the Bouldin Creek Neighborhood Association stands united in its request that the City establish comprehensive guidelines with respect to the use of such lands. Such issues should include but not be limited to the following:

The amount of overall commercial use of public lands when the public's access to such land is restricted;

The time of year and number of consecutive days of restricted access;

The overall impact on the quality of life of the affected neighborhoods;

The potential impacts on the environment;

and any further issues that may arise during the development of these policies.

Be it further resolved that all affected parties should be involved in the decision making process leading to all such policies;

And that the Bouldin Creek Neighborhood Association stands united in its support of free and open access to public park lands by the citizens.

Passed unanimously at the general meeting February 23, 1994.